NEWSPAPERMAN IS CLOSE

Impressed With Fearlessness of "First Lady" as She Accompanies Her Husband.

By FRANK R. LAMB.

One of the multitudinous arrange ments made by The Times cov ering the inauguration was blaining from the Secret Service men in charge of the safety of the President, permission for me to become one of their number and accompany them from early morning until the ceremonies were over
As a result of that arrangement

I was the only representative of a lo-cal newspaper who was in that cordon of men whom thousands saw sur-rounding the Presidential carriage on the way from the Capitol to the White

The President and Mrs Wilson made the journey to the Capitol and back apparently unmindful of the army of protectors thrown about them. Constantly Doffing Hat.

The President was constantly doffing his hat and smiling to the cheer ing crowds, while Mrs. Wilson sat serenely at his side, occasionally chatting with him and commenting or some feature of the trip that attract ed her attention

I can assure everybody that Presi

I can assure everybody that President Wilson had no fears of would be assassins, but the spectacle of such an armed force would strake terror to the hearts of most women occupying the precarious position held by Mrs. Wilson yestarday.

Guards stationed on the roof-tops along the line of march, their badges and pistols flashing in the sunlight, rather caused the Chief Executive to smile at times. In one instance he called the attention of Scnator Overman, who was riding in his carriage, top roof sentinel who was silhouetted ton roof sentinel who was silhouetted against the sky with rife ready for

. Chief Flynn In Charge.

Chief William J. Flynn, of the Secret Service, was in personal charge of the squad of his men comprising the immediate guard of the President. He walked directly behind the President's carriage, while Joseph Murphy, chief of the White House force of Secret Service men, and "Bill" Nye, a veteran in the service, walked immediately to the right of the President, both being within a few steps of him.

The Becret Service squad surrounding the carriage was the pick of the service, including Richard I (Dick) Jervis, James (Jimmie) Sloan, Ed-ward Starling, Miles McCahill, John Heary, Patrick Ahears, John Q. Adams, "Red" Bratton, Harry Barker, Charles Fredericks, and others from the different districts throughout the United States.

Each Man "Prepared."

Nearly every one of the operatives had their automatic revolvers gripped in their hands, which were shoved into the side pockets of their overcoats. Each man knew just what he would do in an emergency—so detail-ed were the preparations made by Chiefs Flynn and Murphy. Each had

a particular part to play in the eyent of an attempt on the President's life. Roofs, stands, windows, and the streets were scanned and every individual within their vision was scru-tinized by this selected squad of trained guards, but not a single ar-rest was made nor was there a single sattempt to approach the Presi-

Service men surrounding the President and Mrs. Wilson was the Second Cavalry, the mounted men virtually making a wall around the Presidential marty. Flanking the cavalrymen on either side were lines of some of the country's most clever detectives, who came from the largest cities to aid in the protection of the President.

Along the curb were hundreds of regular and special policemen, whose eyes were fixed on the crowds and windows, while just outside the curb standing at attention with loaded rifter were the members of the Twelfth and Sixty ninth Infantry of the New York National Guard. Sprinkled in the crowds on the street and in the stands were hundreds of Department of Justice agents and

special guards.

Never before were such precautions taken, but the President and Mrs.

Wilson seemed to be oblivious of the imposing protection that awed most

-HAS ANTI-TORPEDO DEVICE

Inventor Promises Merchantmen Immunity From Submarine Menace. Bernard Galliger, of Lynn, Massa-

chusetts, brought to the attention of cent

the War Department today a device intepded for the protection of mer-chant ships from submarines.

Mr. Galliger, an inventor and a manufacturer, wishes to provide the merchantment with long, heavy, pro-

merchantment with long, nears, por-truding plates running along side the ship to prevent the projectile from injuring the vessel. Should a torpedo befired at the ship, it would be ex-ploded, he says, against the steel

The device would tend to balance the ship, and keep it from rocking in stormy seas, Mr. Galliger says.

RAUSCHER RITES HELD

Requiem Mass Celebrated at St.

Matthew's Church. Requiem high mass for Charles Rauscher, who died Friday at Garneld

Rauscher, who died Friday at Garfield
Hospital, was celebrated today at St.
Matthew's Catholic Church.
The Rev. Frank Lackey, of St.
Charles Church, Clarendon, Va., was
the celebrant. The Rev. Edward
Buckey was descon, the Rev. Mr.
Cooper subdescon, and the Rev.
George Dougherty, master of cere-Interment was in Creek Gemetery.

ARRIVALS AT WASHINGTON HOTELS

A Daily Record of Visitors to the National Capital From Every Section of the Country and From Canada and Other Countries As Well.

Following is a list of arrivals at Washington hotels during the past wenty-four hours. The names of the arrivals are listed by States as a method of easy reference for Washingtonians who want to get in touch mickly with their friends.

CALIFORNIA. Mr. and Mrs. C. T. Hicky, San Francisco, Sterling, Alfred & Dunham, West-wood, Gorden. CANADA.

Timley, Montreal, CONNECTICUT. Paul & Delaware, New Ha-ven, Harris. Edgar Klein, Norwalk, Vent Harris.
Edgar Kiein, Norwalk,
Harris.
Joseph E. Hubner, Norwich, Raleigh,
Owen Freney. Westport,
Raleigh,

ENGLAND. Mr. and Mrs. W. Turner Smith, London, Willard. FLORIDA.

Utley, Jacksonville, GEORGIA. Mr. and Mrs. G. W. D. Harber, Gainsville, Met-

L. D. Burns, Atlanta, Hud-ILLINOIS. Mrs. Philitp S. Post, Chicago, Willard.
Mr. and Mrs. W. O. Rosenthal, Chicago, Willard.
Cherles Johnston, Chicago, Metropolitan.

Charles Johnston, Chicago, Metropolitan. Henry A. Martin, Chicago, Metropolitan. Mr. and Mrs. J. L. Jones, Chicago, Lafayetts. C. J. Gorman, Chicago, Ra-INDIANA. and Mrs. J. Cook, Na-

MARYLAND. N. Chisolm, Baltimore, O'Neil, Baltimore, Mr. and Mrs. W. R. Owens, and Mrs. James B.
time. Baltimore, Sterling.
E. Grum, Baltimore, Mrs. E. Grum, Baltimore, Sterling. O. S. Loryd, Baltimore, Sterling

James. Mrs. L. Konder, Baltimore, St. James.

Morgan, Balti-William Robb, Baltimore, St. James, Dr. and Mrs. E. H. Hand, Baltimere, Gordon, Baltinure, Gordon. George W. Williams, Balti-more, Everett. J. Bendleton, Baltimore,

W. Dobson, Baltimore, Campbell, Baltimore, Mrs. C. D. Hess-MASSACHUSETTS.

G. B. Long, Watertown, Sterling, G. B. Laherer, Boston, At-Laherer, Boston, Atinitic.
Mr. and Mrs. E. R. Barry,
Beston, Driscoil.
Mr. and Mrs. Frank Buildsmith, Boston, Driscoil.
P. J. Campions, Amherst.

Kenting, Melrose, Na-Carpent Willard.

MICHIGAN. Charles A. Davis, Grand Bapids, St. James, R. L. Cumningham, Kalama-James. Campbell, Deit. Bellevue. and Mrs. C. P. Wood, dreit. Cochran. Thrits, Grand Rapids.

NORTH CAROLINA. MISSOURL. P. C. Tomlin, Asheville, Ster-

H. F. Harles, St. Louis, St. James. H. Care, St. Louis, St. L. Keith, St. Louis, St. James.

Karl M. Vetsburg. St.

Louis, Richmond.

S. F. Grayson, St. Louis,

NEW JERSEY. William Connelly, Trenton, Occidental.
L. L. Vandedrift, Trenton, Occidental.
W. A. Sutherland, Hinton, Occidental,
P. J. McNully and son, Jer-sey City, Bellevue, Geo. J. Smith, Wildwood, Hudson,

NEW YORK CITY. Mrs. H. B. Platt, Willard.
Mr. and Mrs. C. B. Warraw, Willard.
C. E. Gilpta, Willard.
J. P. Rogers, Willard.
D. D. Johnson, Willard.
Frank L. Crawford, Willard.
G. Payne, Willard.
Mr. and Mrs. W. L. Mekins,
Starling. Doeving, Sterling.

by Doeving, Sterling, Jackson, Sterling, In Tempest, Sterling, and Meliaughten, Sterling, Sutton, Sterling. Groves, Merling.
C. Owen, St. James,
us. Michel, St. James,
E. Freedman, Harris,
Robin, Harris,
Caltwell, Harris,
A. Dobb, Harris,

A. Bittoning, Harris. W. Dempsey, National. S. McAvoy, National. and Mrs. J. E. Brown National.

B. F. Croomwell, National,
J. G. Farrell, National.

H D Farrell, National.

Mr. and Mrs. G. Cloves, National

ett.
P. Lulby, Everett.
C. C. Stuart, Everett.
Miss Marion McLeod, Everett.
Mr. and Mrs. W. Downey.

Everett.
A. J. Hamsen, Richmond.
Emily A. Wellman, Rich

O. J. Loren, Lafavette. Miss Manning, Bellevue Grace Langdon, Hollevue,
Mr. and Mrs. C. P. Smith,
jr., Bellevue,
Charles Wald, Bellevue,
Mrz. Alice Butler, Cochran,
Mr. and Mrs. B. J. Feldstein,

Cochun.
Waldron, Cochran,
Waldron, Cochran,
Redding, Cochran,
saries Simms, Harrington,
Andujar, Harrington,
H. Retler, Harrington,
V. McConnell, Raleigh,
P. Gronn, Raleigh,
iss Berst, Raleigh, nes F. Leyroy, Raleigh. D. W. Romp, Raleigh.

NEW YORK STATE. Sndney Lovett, Elmira Almond, Brooklyn, Naenger, Brooklyn, Na-F. E. O'Leary, Brooklyn, Na-Cam- J. J. Riley, Brooklyn, Na-

mond. Duggan, Buffalo, La-

Wm. Foster, Asselling.
C. W. Turner, Wilmington, National.
P. A. Hridges, Wilmington,
National.
P. A. Hridges, Wilmington,
National.
C. W. Wagner, Wilmington, National. Thurnwell, Wilmington, National. W Andrews, Wilson, Raleigh. L. Smith, Wilson, Raleigh. C. Adams, Wilson, Raleigh.
W. C. Adams, Wilson, Ra-leigh.
Guy R. Lavender, Asheville,
Hudson.
L. W. Andrews, Wilson, Ra-leigh.
E. L. Smith, Wilson, Ra-

оню. OHIO.
A. H. Shepherd, Columbus,
Harris.
Geo. O. Berry, Columbus,
Harris.
Mr. and Mrs. C. Frankenfield, Columbus, Harris.
Mr. and Mrs. F. W. Hicksix,
Cleveland, Driscoll,
Nelson J. Hoster, Columbus,
Ebblit.
Geo. J. Yerjeele, Steubenville, Bellevue, PENNSYLVANIA

PENNSYLVANIA
R. M. Urquhart, Philadelphia, Willard.
H. S. Sunder, Bethlehem, Willard.
Francia Mullen, Philadelphia, Raleigh.
Chas. Waters, Philadelphia, Raleigh.
Mr. and Mrs. J. B. Denny, Johnstown, Ebblitt.
Mr. and Mrs. L. C. Vowels, Washington, Ebblitt.
W. Elms, Fittsburgh, Ebblitt.
Frank James, Philadelphia, Everett.
S. C. Stoke, Philadelphia, Dwertt. Everett. Wm. Farley, Philadelphia, Everett. N. Morgan, Philadelphia, N. Morgan, Philadeiphia, Everett. F. Sanders, Philadelphia, Everett. P. Nourse, Pitts-burgh, Richmond. Mins E. S. Brown, New Cas-tic, Lafayette. J. Plusperfick, Philadeiphia, Bellevue. McK. Kunezury, Pittsburgh, Heilevue. Chas. F. Kaiser, Philadei-phia, Cochran. Thos. E. Hening, Pittsburgh, Cochran.
Charterton, Philadelphia, Harrington,
I. C. Finhauber, Dyers, Har-

zopolitan.
Daniel Heran, Wilkesbarre,
Metropolitan.
Thomas J. Murphy, Harris-burg, Metropolitan.
F. M. Kopp, Williamsport,

Atlantic.
D. J. Fisher, Philadelphia,
Atlantic.
Charles Morriow, Chester,

Atlantic.

John Hickey, Chester, Atlantic.

John Bessinger, Chester, At-

lantic Herbert Morlock, Chester, Atlantic

H. Windell, Allenton, Harris, V. I. Wishart, Pittsburgh, Windell, Allentown,

Harris.
M Miller, Philadelphia,
Harris.
B Downey, Franklin.

P. B. Hgan, Franklin, Dris-cell. Robert Goenn, Franklin, Driscell. B. Egan, Franklin, Dris-Hgan, Franklin, Dris-

oll:
F. Egan, Franklin, Dris-cell.
M. McGinty, Franklin,

h Mearo, Chester, At-

rington.
W. W. Finhauber, Dyars,
Harrington.
G. F. Lewis, Philadelphia,
Sterling. H. Furst, Pittsburgh, Metropolitan, H. Yorke, Pittsburgh, P. H. Yorks,
Metropolitan,
W. B. Byrns,
Metropolitan,
P. J. Junick, Philadelphia,
Metropolitan,
Mr. and Mrs. J. O. Smith,
Philadelphia,
Metropolitan tan.
M. H. Shannon, Wilkes-barre, Metropolitan.
P. Ward, Wilkesbarre, Met-ropolitan.

J. D. W. Romp, Raleigh,
H. Olmen, Haleigh,
James H. Hawkitis, Raleigh,
James H. Hawkitis, Raleigh,
Jules Silverskin, Raleigh,
Jules Silverskin, Raleigh,
W. J. Appel, Raleigh,
S. H. Rice, Raleigh,
W. R. Woeffer, Raleigh,
Arnold Belais, Raleigh,
M. F. Denforth, Raleigh,
W. E. Ruligan, Raleigh,
(open), M. S.

thur bridge Willard, bridge Willard, W. Kingsbury, Farming-lam, Bellevue, L. S. Buchler, Brooklyn, Na-lam, Bellevue, Boston, Mrs. W. H. Howell, Platts-burgh, Richmond, burgh, Richmond. Hand, Hoston, RaHigh Richmond,
Miss Kate O'l bushise, Plattsburg, Richmond. W. H. Howell, Plattsburg, Richmond.

E. J. Melityre, Syracuse, Bellevue. Bellevue
C. F. Miller, Pennsburg,
Cochran,
J. A. Taylor, Giedonia, Coch-Detreit, Cochran.
Thrits, Grand Rapids,
Harrington.
B. F. Free, Detroit, Raleigh.
I. M. Pree, Detroit, Raleigh.
A. M. Shean, Bay City, Raleigh.
MINNESOTA.
J. D. Birton, Minneapolis,
Ebbitt.

J. A. Taylor, Giedonia, Cochran,
Mr. and Mrs. R. M. McCaul,
Brobester, Harrington.
William A. Kelley, Syracuse,
Raleigh.
James A. Nolan, Brooklyn,
Ebbitt.
E. Kelly, Brooklyn, Ebbitt.

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J. Roberts, Philadelphia,
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S. London, Philadelphia, National.

f Debnan, Philadelphia,
National. RHODE ISLAND. W. B. Breger, Newport,

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National. tional,
D. E. P. Dickinson, Roan-oke, National,
P. F. Pau, Woodstock, Na-

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P. W. Afkison, Gseenville National.

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Roanoke, Harris.
Mr. and Mrs. E. H. Harrison, Charlottesville, Har-

and Mrs. P. W. Bell, canoke Harris. n. E. Cole Richmond, lchmond, Harris. r. Britt, Roanoke, Har-

ris.
M. W. Bowlware, Rich-mond, Harris.
H. D. Cookson, Roanoke,

M. W. Bowlware, Richmond, Harris.
H. D. Cookson, Roanoke, Harris.
N. N. Lazeniy, Charlottesville, Harris.
B. D. Funchburke, Richmond, Harris.
Mr. and Mrs. C. H. Chester, Richmond, Harris.
Mr. and Mrs. Donald Mack, Richmond, National.
B. B. Grover, Richmond, National.
Miss Rinks, Richmond, National.

K. B. Rinks, Richmond, National

Mr. and Mrs. C. D. Smith, Richmond, National, C. D. Scoff, Richmond, Na-tional

H. F. Humber, Uniontown, National

L. G. Higgins, Linden, Na-

tional,
N. L. Jones, Lynchburg,
National,
D. P. Blount, Norfolk, Na-

Metropolitan.
Rosenslenic, MemMetropolitan.
Tunlison, Knoxville,

A. Moryer, Edenberg,

tional, R. Harnes, Nor-folk, Lafayette, Mrs. D. T. Crisp, Norfolk, Lafayette, Miss Elizabeth Crisp, Norfolk, Lafayetta, Miss Anna Crisp, Norfolk, Lafayette, M. D. Gevlor, Winchester, D. Gavior, Winchester, Cochran, C. Blevines, Winchester, Cochran, W. Coch, Winchester, D. F. Gough, Lynchburg, St. James, N. B. French, Lynchburg, St. James, Er. and Mrs. William Parker, Purceville, Everett, Miss. Emily Parker, Purceville, Everett, Miss. Frances Parker, Purceville, Everett, J. M. Miller, Richmond, Harrington. Cochran.
M. P. Masfield, Lynch-burg, Cochran.
L. Fau, Harrisonburg, Hudson, H. Swank, Harrison-burg, Hudson, H. Harber, Harrisonrg Hudson.

burg Hudson,
Miss. L. & Sgabe, Port,
Harrington.
Mrs. M. G. Guyle, Port,
Harrington.
J. H. Christian, jr., Richmond, Sterling.
C. W. Husstein, Newport
News, Metropolitan.
C. W. Bobiken, Norfolk,
Marropolitan. L. White Virginia each Metropolitan. B. Smith, Lexington B. Smith, Lexington, Metropolitan, T. Hagan, Lexington, Metropolitan, M. Truce, Culpeper, Met-ropolitan. ropolitan,
Henry Strak, Culpeper,
Metropolitan,
J. King, Newfort News,
Metropolitan,

National J. W. Davis, Uniontown, National, T. J. Palule, Newport News, National, L. Edwards, Hampton, Na-tional Metropolitan. Metropolitan.
W. Mark. Richmond.
Metropolitan. Metropolitan.
J. B. Armeirong, Norfolk,
Metropolitan.
Mrs. J. B. Armeirong, Norfolk, Metropolitan.
Richord Fox, Richmond,
Metropolitan.
O. L. Gillman, Orange, ong, Norfolk D. P. Blount, Norfolk, National.
F. E. Jameson, Newport News, National.
S. J. McDermott, Richmond, National.
James Farrell, Richmond, National.
B. F. Lippitt, Berryville, National.
National.
National.
National.

Harrington.
Mrs. Jas. Hunthal, Norfolk,
Haleigh.
R. G. Gould, Richmond, Ra-leigh.
Mr. and Mrs. R. L. Wood-ard, Richmond, Raleigh.
C. D. Harrkedale, Petersburg,
Raleigh.
Ralph W. G. Reno, Hern-don, Ebbltt. WEST VIRGINIA. Mr. and Mrs. G. C. Rober-son, Huntington, St. James, H. L. Ruk, Wheeling, Na-H. I. Ruk, Wheeling, Mational, J. H. Brennan, Wheeling, National, John Tyleouby, Shenahdoah Junction, Everett, James M. Mason, Charleston, Cochran, Mr. and Mrs. John H. Robinson, Wheeling, Harrington

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James. F. B. Perry, jr., Orange St. James.

James, H. Lotter, Orange, St.

James.
J. Litchfield, Orange,
St. James.
L. Atwood, Virginia
Beach, St. James.
D. F. Gough, Lynchburg,

rington.
J. A. Anderson, Richmond.
Raleigh.
Mrs. Mary E. Johnson, Norfolk, Baleigh.
Mrs. W. F. Durat, Nerfolk,
Harrington.

Orange, St.

TO "ADOPT" BELGIAN VILLAGE mass meeting last night decided NEW YORK, March 6 .- After listenchildren. The plan will call for contribution of \$2,400 a month. ing to an address by Theodore Roose-velt, the citizens of Orster Bay at a

THE PENNSYLVANIA RAILROAD COMPANY. General Office, Broad Street Station, Philadelphia, Pa., February 28th, 1917.

The Board of Directors herewith submit to the Stockholders of The Pennsylvania Raff synopsis of their Annual Report for the year 1816 CONDENSED INCOME STATEMENT. Net revenue from railway operations,... \$64,113,951.39

Disposition of net income:
Income applied to sinking and other reserve funds

Dividend of six per cent
Income appropriated for road and equipment, improvements, etc. CONDENSED GENERAL BALANCE SHEET.

Corporate surplus:
Additions to property through income and surplus since June 30th, 1967.
Sinking fund reserves, miscellaneous fund reserves, etc.

GENERAL REMARKS

ume of traffic on its lines, resulting from a continuance of the European War, and from the further expansion of general business throughout the country, which produced an increase of 17 per cent. In the total Operating Revenues compared with 1815. The Feelght Revenues increased 17 per cent.; and Express Revenues increased 15 per cent. Incidental Revenue increased 35 per cent. due in a large measure to demurrase charges paid for the unreasonable detention of cars by consignees and shippers, but the Company's freight revenues would have been greater had the cars understand the results of cars by consignees and shippers, but the Company's freight revenues would have been greater had the cars to consignees and besterns not been so delayed, and the Hire of Equipment payments would have been lower.

Driscoll, Frankin, Triscoll, Triscoll, Triscoll, Triscoll, Susquehanna, Kattonal, Losoph McMahon, Susquehanna, Nattonal, A Sedler, Susquehanna, Nattonal, Samuel Moses, Pitisburgh, Nattonal EXPENSES, The total Operating Expenses increased is per cent, compared with 1915; Maintenance of Way and Structure Expenses increasing it per cent. Maintenance of Equipment IS per cent, and Transportation II per cent. To the same underlying causes can be attributed the increase in all of these expenses, namely, greater traffic and substantial increases in the cost of material, supplies and labor.

Special attention is directed to the Taxes, which increased if per cent., due principally to an increase in Federal Income Tax from 1 per cent. to 2 per cent., and to larger revenues. This item of expense is one over which the management has no control and the increase [129 per cent. in the last ten years] shows no sign of abstement, Taxes how require if cents out of every doilar of net operating revenue, compared with 8 cents ten years ago. It is significant that over two-pears ago. It is significant that over two-pears ago in the increase in Operating Revenues was absorbed by increased expenses and taxes. The time seems close when taxpayeramust for their own protection demand that all governmental expenditures he fully reviewed before being authorized, so that some reasonable limit may be placed on the constantly increasing Federal, State and Municipal expenditures for non-productive projects.

FINAL RESULTS TAXES

FINAL RESULTS The Net Income for 1916 amounted to \$2,276,504.12, an increase of \$9,851,181.80 compared
with the previous year. Against this were
charged the appropriations to the Sinking and
Other Reserve Funds, Cash Dividends aggregating six per cent, on your Capital Slock,
and Rosel and Equipment expenditures on
lines owned and leased, leaving a balance of
\$7,265,83.65, which was transferred to the
credit of Profit and Loss Account.

Increases strength of delicate, nervous, rundown people 20 per cent in ten days in many instances, still pending in the Common Pleas Court of falls as per full explanation in large article soon to appear in lais paper. Ask your doctor or druggist about it. Jas, O'Donnell's Ire necessity for higher rates the nother of the state of the story it in slock.—Adv.

For SINGERS and SPEAKERS THE NEW 10th BOX FITS THE POCKET Regular Sizes Ec., &c., il At Drugists.

BROWN'S SROKCHAATROCHES JOHN L BROWN & SON, Boston, Mass.

benefit of a majority of railroad employes, but the a group of then constituting; only; a small percentage of the total number, and no action was taken by Congress to prevent or settle future strikes.

This is we provides that beginning January 1. 1817, cight hours shall in contracts, for labor and service be deemed a day's work, and the measure or standard of a day's work, for the purpose of fectioning compensation for snajayes snapaged in the operation of interstate truins, and provides a Commission of three to observe the effects of the law feet piles, and in taxes: in addition to which it is hurdened with conflicting and wasteful rega-lation and laws. These increased costs have made heavy incoads into your profits during the past few months, and it is expected that

their effect will be even more acuse in such their effect will be even more acuse in such a widespread and pressing demand for larger terminals, greater facilities and more equipment, it is essential (if they are to be provided) to grant the railreads the higher rates necessary to place them in a position to meet such rising costs, and give them the earning basis to attract new capital for the additional transportation facilities and service so urgently required. The lack of sufficient surplus for many years past has prevented, the railreads from phoviding such additioned and batterments in advance of traffic demands, and while labor, and material costs were reasonable. An filuminating feature of the railread situation appears in the interstate Commerce Commission report of December 1st, 1916, showing that for practically all the railreads in the country the average freight revenue per ten mile has fallen from 8 mills in 1891 to 7.3 mills in 1915 a decrease of over 17 per cent, notwithstanding the greatly increased costs, and history standards en of over IT per cent., notwithstanding the great-ity increased costs, and higher standards en-tering into the transportation service. An-other important, statement in that repor-slowed the return on the investment in Road showed the return on the man and Equipment for the year soding June 18th, and Equipment for the state of 8 per cond. That return is a great improvement compared That return is a great improvement compared with preceding years, but it was earned in a year when the country was sujcying the greatest prosperity in its history, and when so many of the indigaries, which are free to fix their prices to meet market conditions, were surning many lipses six per cent. The latter is a healthy condition, beneficial to the country at large but it is also one in, which the selfroads, which must pay the greatly increased prices, wages and taxes, should be allowed to participate through higher rates upon the commedity they self, viz transpertation. Under the existing international compilications, and exceptional minustrial activity, there should be no delay in placing the railroads in the strongest financial and physical condition.

BETURN ON INVESTMENT IN HOAD AND EQUIPMENT.

EQUIPMENT.

While your Net Income for the year, after deducting the sinking and other reserve fund charges, was equivalent to 10 per cent, upon the outstanding Capital Stock, the return searned on the total investment in Read and Equipment provided for public use was only 5,4 per cent, on the Pennsylvania Raliroad, and lines directly operated, and but 5.5 per cent, on the system East and West, of Pittsburgh, Your Gempany maintained its dividend and easned a substantial surplus, but if it had not heretofore consistently pursued the policy of investing its surplus above reasonable dividends in the betterment of your raliroads and equipment instead of providing therefor through the issue of additional bonds and stock, the present dividends could not be maintained under the existing traffic rates.

TRAFFIC.

The state of the second second of the second second second

Il I. Button Richmond. CLASS OF '12 TO REUNITE Metropolitan.
W. G. Woods, Richmond, Metropolitan.
D. Fritchard, Norfolk, Metropolitan.
H. M. Webher, Roanoke, Metropolitan.
E. L. Besie, Roanoke, At-Georgetown Class Will Convene

University Club, Justice Ashley M. Gould, of the Su preme Court of the District of Co-lumbia; Daniel W. Baker, former Iantic.
O. S. Walter, Roanoke, Atlantic,
E. H. Hunt, Roanoke, At-United States Attorney for the Dislantic,
Brinton, Roanoke, At-lantic,
H. Sheppard, Roanoke, trict, and Attorney Frank J. Hogan will be the honor guests at the quad-rennial reunion of the class of 1912 Atlantie.
Charles E. Barnes, Virginia
Beach, St. James.
F. B. Perry, Orange, St.
James.
Beach, St. Cornes of the Law School of Georgetown Orange, St. University at the University Club this evening.

The reunion was planned for today n order that the large number of out-of-town visitors might be able to attend. A large number of the Georgetown men were enlisted with the troops who have been stationed the troops who have been stationed at the border, including several of the 1912 class of the law school.

The committee in charge of the banquet is composed of Paul B. Cromelin, A. F. Meyers, Rone Shelse, Monie Sanger, John McLachien, Jack Alicata, Louis Korn, Hubbert Quinter, Harry Gerrity, William E. Leaby, Arthur L. Lansdale, Frank I. Brown, Bernard L. Borger, Joe C. Brown, Leo D. Loughran, J. Forrest Helliy, and J. W. Whitney.

Bad Sprains or Muscle Strain

Rub pain, ache, soreness, and swelling right out with "St. Jacob's Oil."

Rub it on a sprained ankle, wrist, shoulder, back or a sprain or strain anywhere, that's when you realize the magic in old, honest "St. Jacobs Oil," because the moment it is applied, out comes the pain, ache, soreness and awelling. It penetrates right into the injured mugcles, nerves, ligaments, tendons and bones, and relief comes instantics. It not merely-kills pain, man. Orange, waukes, Raleigh.
Ing. Roanoke, Mr. and Mrs. P. Orth, Milwaukes, Raleigh.

mass meeting last night decided to
"adopt" a Belgian village of 2,400
children. The plan will cell for a
contribution of \$2,400 a month.

MIwaukes Raleigh.

MIwaukes Raleigh.

MIwaukes Raleigh.

MIwaukes Raleigh.

MIwaukes Raleigh.

Jacobs Oil" right mow at any drug store and stop suffering. Nothing else things straight so quickly—so theroughly. It is the only application to rub on a bad sprain, strain, bruise or swelling.—Advt.

train mileage increased only 5 per cent.

THE EIGHT HOUR LAW.

The employes in the Irain service on of the railroads in the United States mitted demands through their labor. On actions for an eight hour band day a existing rates of pay, and thus and onexaments for all overtime, in freight yard service. Although many of the mite train service do not work eight per day, this reduction in the time of utiling a basic work day mreant in setter.

wage shall be paid for an eight hour day, and for overtime, the suppleyes shall be paid not less than the pen rate rate for such standard eight hour day. While wages are increased by its provisions, there is apparently another to be a part of the sum of

FEDERAL TRANSPORTATION INQUIRY.

A Joint Congressional Committee has been appointed, upon the recommendation of the Prepitant, to investigate the efficiency of the existing system of public regulation in protecting the risks of aligness and sarriers, and in prometing the public interest. The Railroads will assist this investigation, and have already submitted avidence that the present system of Federal and State regulation is inconsistent, confusing and wasteful. They have therefore, requested bendderation of a program, which, in substance, covers—

I Pederal supervision of the issue of rali-



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the train service do not work eight bours per day this reduction in the time constituting a hasic work day seast in effect an unjustifishie increase of pay for most of these amployes. Conference extending over several months were held between the representatives of the reilroads and the trainment's regaminations, with the hope that by arbitration in which they public would have been represented, some reasonable solution could be pached, for the reilroads right that, as compared with other emiployment in and out of the rainment securities, and the residential treated, if not, in some cases, overpaid. The trainment would not consent to arbitration, or other investigation, and orders for a sirkle were given in case the railroads refused to accede to their demands. The transportation symbol of the Country was injusting with stoppage at a time when industries in general had reached their great at production, and the food supply and other necessaries of title, associally in the larger cities, were absolutely dependent on the countinued operation of the steam railroad systems. It is questionable whether many of the free, especially those in your service who have faithfully served the Councary for many years, would finally have descried their positions, yet the united surface many from the execution of this threat made by the trainment, the 'Digit Hour made we so evident, that the 'Digit Hour many serves ovident, that the 'Digit Hour made in the case of the content of this threat made by the trainment in the 'Digit Hour made in the case of the case

capital expanentures on your constantly panding property. It has been deemed acrimble to acquire the property and franchises of the Harrisburg. Portamouth, Mr. Joy & Lancaster Ballivad. Company, the railroad of which Company, axtends from Lancaster to Harrisburg, and forms an integral part of the main line of your Campany. This time is operated under a nine hundred and minety nine gas feel of the Campany and the company power.

tal requirements.

ROAD AND EQUIPMENT.

The report shows that the Company has continued its large program of expenditures, for the enlargement and improvement of its railroad and the purchase of additional equipmant, relying mon, the public as east that higher rates are raid in parity a continuance of such a policy. Nearly 15,000,000 was expended for Road and Educationent on the Ponnortwanta Failmed and Linearifrective operated by it. of which it? It was charged against the Surplus Income for the year. Several pages of the report are devoted to a description of the improvements to the railroad, stations yards, and typic extensions all over the System. The equipment purchased during the year consisted of 36 locomotives, 600 passenger cars and 5,252 freight card. ROAD AND EQUIPMENT

PENSION DEPARTMENT. Your Commany has 2.772 rensioners rolls and the pensions paid during the amounted to 51.042,000, an increase of 17 stoners and 778.74 in the payments ma

**A regional and functional division of the work of the Interstate Commerce Commission:

5. Restricting rate suspensions by the Commission to not mark than sixty days;

6. Giving the Interstate Commerce Commission to not mark than sixty days;

7. The aim of constructive legislation should be to allow the milroads to conduct the transportation service under such conditions as will preserve their credit so that they can at all times efficiently and commission to not variable and effective instruments for National defense. Under the existing configurity systems of public regulation by the Federal and State Governments, the reliroads have not been allowed to sam sufficient profits to place them in that position, and, therefore, there has been a serious decline in constructing new mileage, new equipment and sufficient profits to place them in that position, and therefore, there has been a serious decline in constructing new mileage, new equipment and sufficient profits to place them in that position, and therefore, there has been a serious decline in constructing new mileage, new into the tentance of the situation have months this condition was somewhat improved, but the needs of the situation have not vet been satisfactorily met. The common carriers as a whole for many years have had to depend for new capital on the in-

STOCKHOLDERS MAY OBTAIN COPIES OF THE ANNUAL REPORT COM-PLETE, BY APPLYING TO OR ADDRESSING LEWIS NEILSON, SECRETARY, BROAD STREET STATION, PHILADELPHIA, PA.

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